

TRANSPORTATION

NEW ARRANGEMENT.
Commencing Monday, July 10, 1855.
Little Miami Railroad,
CLAREMONT, OHIO.

VIA COLUMBUS.
DAILY EASTERN TRAINS AT 8 A. M., 9 A. M.,
10 A. M., AND 6 P. M.
Quickest, Shortest, and Most Direct Route, to
and from Cincinnati and the East.
LAID WITH HEAVY IRON.
Passengers dine at Crestline, Dunkirk
and Buffalo Passengers dine at Cleveland.
EACH AND EVERY TRAIN BY
the Little Miami road runs into the Depot of the
Great Western road at Cleveland, and the
roads by this route are in very fine order," laid
out for "road," "road," "road," "road," "road,"
free from dirt." Being the shortest and most di-
rect route from Cincinnati to East, the route is so
arranged that it is made with ease. Connections
and passengers have full time for convenience.

Express leaves Cincinnati at 2 a. m. for the
arrives at Cleveland in advance of any other
Express arrives at Cincinnati at 2:40 p. m.
leaves Cleveland fifteen minutes later, and arrives at
Cincinnati at 10:30 p. m. No other
CINCINNATI TO CLEVELAND in 3 1/2 hours.
CLEVELAND TO CINCINNATI in 3 1/2 hours.
Express via Little Miami route.
From Cincinnati to
CUMBERLAND in 2 1/2 hours;
PITTSBURGH in 3 1/2 hours;
DUNKIRK in 1 1/2 hours;
BUFFALO in 2 1/2 hours;
ALBANY in 2 1/2 hours;
NEW YORK in 3 1/2 hours;
BOSTON in 3 1/2 hours;
GREENSBORO in 6 hours;
PITTSBURGH in 1 1/2 hours;
PHILADELPHIA in 3 1/2 hours;
WHEELING in 4 1/2 hours;
BALTIMORE in 2 1/2 hours;
WASHINGTON in 2 1/2 hours;
SILVER SPRING in 2 1/2 hours.
Passage checked from Cincinnati to Wheeling, Pitts-
burgh, Baltimore, Washington, New York, Philadel-
phia and New York, Philadelphia, Baltimore or Wash-
ington City.
Miami is the eastern depot at Cincinnati.
Five Daily Trains.

[illegible]

THROUGH TICKETS,
and all information, can be obtained at the New Of-
fices, No. 2 Burnett House Building, W. L. O'BRIEN,
Ticket Agent; No. 177 Front Office, Gibson House Build-
ing, Army 12, Telephone 2-12-2.

"Enter House or at the Eastern (Little Miami) Depot,
 East Front Street.
 Office hours from 4 A. M. until 9½ P. M.
 "C. F. STRADLER, General Agent.
THE OMNIBUS LINE
 "Conveys passengers at all the principal Hotels, for each
 and every train. By leaving directions at either of the
 above offices, will call for passengers in all parts of the
 city, without fail.
 1219-1221

55. SUMMER ARRANGEMENT. 1855
FOR THE EAST!
 VIA THE
 Cincinnati and Ohio and Mississippi Railroads,
 AND THE
 CINCINNATI, HAMILTON, AND DAYTON
 RAILROAD!!!
Expeditious Route
 TO NEW YORK, BOSTON AND

lines out of Cincinnati.
The new line will make quicker time on the Cincinnati to Kansas, and none so quick as the one and three-quarter hours.
The line on the Cincinnati to Dayton and Dayton back is quicker than is made on any other railroad in the country. It is a straight line, and is nearly level and straight, and is as substantially built as any other line in the country, and offers the safest travel thereon.
The new train leaving Cincinnati, after the arrival of the Louisville Morning Cars, is on the Cincinnati, Hamilton, and Dayton Road. The Depots are about 100 miles apart, and the train runs direct from one road to the other, avoiding the unnecessary detours of the other lines. The passengers, if they prefer it, can go to a hotel for dinner, and then to the depot to procure tickets and check their baggage through.
Pittsburg passengers are not detained half an hour at the depot, but are taken to the hotel, where they can enjoy the city.
The changes of Passenger Cars by any other route, will be made at the discretion of the management.
Baggage checked through to Dunkley, Buffalo and Pittsburg.
Passengers by the 6 o'clock A. M. Train, Cincinnati to Dayton, will find the train leaving Cincinnati and dine as follows: day in New York, Philadelphia, and New York to New York 3 1/2 hours.

To Boston in 36 hours;
To New York in 30 hours;
To Dunkirk in 14½ hours;
To Cincinnati in 18 hours;
To Baltimore in 28 hours.

No other line from Cincinnati makes quicker time to all half-hours.
By express by day and night.

LEAVING CINCINNATI:

FIRST TRAIN—Cleveland, Buffalo and Pittsburgh Express, at 6 o'clock A. M. for Dayton, Clyde, Cleveland, Erie, Buffalo, Niagara Falls, Rochester, Albany, New York, Connecticut as far as Crestline, Pittsburg, Philadelphia, Baltimore and New York, arrives at Cleveland 2:40 P. M., leaving there for Buffalo, Erie, Niagara Falls, Rochester, Albany, making close connection with Lake Shore Railroad for Detroit, connecting with Fast Express Train East.

Second Train—Buffalo and Pittsburgh Accommodation Express, at 9 o'clock A. M. for Cleveland, Dunkirk, Buffalo, Albany, New York, Boston, Crestline and Pittsburgh, leaves Cleveland at 7:30 A. M., arriving at Buffalo, Erie, for Detroit, and at Cleveland with steamers Erie, Buffalo, and Niagara, for Oswego, Ogdensburg, Montreal, Quebec, landing. This train stops at all Stations.

Third Train—Pittsburgh and Buffalo Express, at 5 o'clock P. M. for Dayton, Cleveland, Dunkirk, Buffalo, Albany, New York, leaving Louisville as low as any other route East.

CATTION.

Comments made in the advertisements of the Little Miami Railroad Company. Among the most prominent of these may be named: that their line is the quickest to the West, that it is the shortest route to the West by way of Clyde to Cleveland, and that there are less changes of cars on this line than on any other. These claims, on the promise that these misrepresentations should be corrected, are being refuted daily in the hand-bills and newspapers, making the caution necessary.

HENRY O. AMES, Supt. C. & D. R.
W. H. PHILLIPS, Supt. C. & O. R.
F. F. USORKIN, Pres. and Supt. M. & A. R. R.
For further information, or through tickets, apply at the Little Miami Railroad Office, 100 Broadway street, or to CAPT. J. S. MOORE, Gen'l Agent.

The Omnibus Line will call for passengers by leaving their names at the above offices.

W. H. D.

**Louisville and Frankfort,
and LEXINGTON & FRANKFORT
RAILROADS.**

Through Tickets to Cincinnati.

FARE 50-CENTS FOR TWO DAYS.

TWO PASSENGER TRAINS DAILY.
FIRST TRAIN LEAVES LOUISVILLE at 8 o'clock A. M., stopping 15 minutes for breakfast. It then arrives at Lexington at 11 A. M. and remains there until 12:30 P. M. Passengers take the 3 o'clock P. M. train of Covington and Lexington. It leaves Lexington at 3:30 P. M. and connects at Paris with stages for Mayville.

SECOND TRAIN LEAVES LOUISVILLE at 2:30 P. M. and arrives at Lexington at 7:30 P. M. It remains there until 8:30 P. M. and then connects with stages for Paris.


Passengers by the 6 o'clock A. M. train connect at Lexington with stages for Paris, Danville, and at Lexington with stages for Nicholasville, Lexington, Paris, Louisville, Orchard, Winchester, Mt. Sterling, Owensville, Richmond, and Keokuk Springs.

Passengers by the 2:30 P. M. train connect at Lexington with stages for Paris, Danville, and at Lexington with stages for Nicholasville, Lexington, Paris, Louisville, Orchard, Winchester, Mt. Sterling, Owensville, Richmond, and Keokuk Springs.

Passengers by this route are comparatively exempt from the annoyance of dust in the cars, and pass through the most beautiful scenery of the portions of the State.

For further particulars and information call at the Depot, corner of Jefferson and Brook streets.

EXPRESS NOTICE.



Change of Time.
DAMS EXPRESS COMPANY,
Office 555 Main street, Louisville.
On, and after Tuesday, April 1st, our Messenger and Express freight will leave Louisville for Frankfort and Lexington in the afternoon train. Returning, leave Lexington at 6.30 a. m. and Louisville at 8.30 a. m.
Freight received on our office till 1 p. m.
Our office wagon will call for freight, if orders are left at our office till 12 noon.
S. Adams Express Co.
apls

Jeffersonville Railroad.

SUMMER ARRANGEMENT. FOR
Indianapolis, Chicago, and Cincinnati.
On and after Monday, April 28th, trains will run as follows:
Leave Jeffersonville (opposite Louisville) for Indianapolis at 8.15 a. m., and 12.30 p. m. and

with all the trains for the North and East. Tickets can
be had at the office 596 Main street.
apw dte A. P. OSBORNE, Supt.